

Comprehensive Plan Provisions Pertaining To Sidewalk Construction

Land Use Element Policies

Policy 1.4.7:

The adopted land development regulations shall include requirements for stormwater management, open space, and convenient on-site traffic flow (including need).

[Note: This policy specifies that the LDRs shall include requirements for convenient on-site traffic flow. While not explicit, convenient on-site traffic flow should include pedestrian access considerations. Presently, our LDRs do fail to include such requirements.]

Policy 2.1.6:

Criteria shall be established within local development regulations which require within residential developments the provision of non-residential land uses such as parks, school sites and potential walk-to minor commercial and office opportunities.

[Note: This policy does not provide a basis for requiring the provision of sidewalks or pedestrian facilities but does presume pedestrian interconnections will be included within residential developments that connect to supporting and amenity-providing land uses]

Policy 3.3.2: [Applies in Mixed Use Future Land Use Categories only]

The zoning districts which allow commercial and nonresidential development shall require adequate and appropriate landscaping, open space and buffering and be designed so as to discourage criminal activity and to enhance the appearance of structures and parking areas. In order to minimize the negative visual and off-site impacts of commercial development, the Land Development Regulations shall provide for development standards regulating commercial and nonresidential development as follows:

The Land Development Regulations shall provide for the following development standards for commercial and nonresidential development, which include, but are not limited to:

Mass and height compatible with adjacent uses.

Adequate buffering, screening, landscaping and architectural treatment if adjoining a residential area.

Sufficient parking designed to minimize noise and visual impacts to adjoining residential areas, and safe internal vehicular and pedestrian circulation.

Interconnections for vehicular and pedestrian traffic between adjacent nonresidential development.

Vehicular access to and from the site shall be designed to discourage traffic through adjoining residential areas.

Provide for easy and safe pedestrian access to adjoining residential areas.

2) A commercial or nonresidential development accessing a minor collector, local street, or located adjoining a residential area shall be compatible with residential development in terms of its off-site impacts as defined in Land Use Policy 3.3.1.a. The Land Development Regulations shall define as allowed uses the specific uses and provide for development standards which further the intent of this policy.

[Note: This policy establishes a basis for requiring the provision of sidewalks or pedestrian facilities within and adjacent to new non-residential developments including linking these developments to residential areas. This policy specifies that the LDRs shall include development standards to do this. Presently, our LDRs do fail to include such requirements. Note also that this policy is applicable only to areas designated Mixed Use on the Future Land Use Map.]

Transportation Element Policies

Objective 1.6: Transportation Element (Vehicle Trip Demand Reduction)

Reduce vehicle trip demand, and impacts to the arterial and collector road system, by providing needed amenities in close proximity to population concentrations and encouraging interconnections between development and neighborhoods.

Policy 1.6.1: Transportation Element

Emphasize land use densities and arrangements which support reduced travel demand and shorter trip lengths by:

- a) Promoting neighborhood parks to reduce the need for long distance transportation to recreation.
- b) Encouraging mixed-use development (with sufficient amenities) including the location of offices within sites to reduce auto trips, increase ride sharing, and encourage mass transit use.
- c) Developing and promoting the central business district as an 18-hour activity center, by providing housing, restaurants, and cultural activities to encourage use beyond working hours.

Policy 1.6.2: Transportation Element

Promote the development of pedestrian scale mixed use neighborhoods that incorporate residential, retail, employment and recreational opportunities on site and that minimize the volume of external vehicular trips by incorporating internal pedestrian and bicycle features and by locating within ¼ mile of a mass transit route.

Provide for incentives in the form of reduced street standards, reduced parking standards for retail and commercial and higher residential densities for projects which incorporate features to encourage walking and bicycle usage.

Policy 1.6.3: Transportation Element

Encourage the interconnection for vehicular and pedestrian traffic between adjacent, compatible development.

Policy 1.6.4: Transportation Element

Encourage the interconnection of vehicular or pedestrian traffic between adjacent incompatible developments if this interconnection has the potential to reduce the vehicular traffic on the external street system without negatively impacting either development.

Policy 1.6.5: Transportation Element

Require the interconnection of adjacent commercial developments through the construction of off-street access ways.

Policy 1.6.6: Transportation Element

The City of Tallahassee and Leon County will adopt and maintain ordinances providing for safe and convenient on-site traffic flow, considering motorized and non-motorized vehicle parking. During the site plan review process, parking lot design, provision of sidewalks and bikeways facilities and provisions for mass transit vehicles will be evaluated, and included within developments based on need and consistent with provisions in local ordinances.

Objective 1.8: Transportation Element

Promote bicycle and pedestrian transportation by incorporating facilities into the existing and future traffic circulation system.

Policy 1.8.1: Transportation Element

A revised Tallahassee-Leon County Bikeway plan showing existing and proposed routes shall be developed, adopted and maintained. Funding for bikeway and sidewalk projects will be included as an incidental cost of roadway multi-laning and upgrading projects and designated resurfacing projects. Additional funding sources will be identified on a continuous basis for construction of bikeway and sidewalk projects independent of other roadway upgrades.

Policy 1.8.2: Transportation Element

Establish and maintain a safe and effective system of bicycle lanes, bicycle paths, and sidewalks in conjunction with existing and planned roadways. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian traffic from vehicular traffic. Access should be provided between neighborhoods, apartment complexes, shopping and employment centers, educational facilities, parks, and other traffic generators. Provide adequate and secure bicycle parking facilities at major destinations.

Policy 1.8.5: Transportation Element

Within the Urban Service Area require private developers to include bikeways and pathways or sidewalks in proposed developments as identified in adopted governmental plans and development regulations.

Policy 2.1.1: Mass Transit Subelement

Land use regulations shall be developed which emphasize pedestrian movement and the use of mass transit.

Education Element Policy

Policy 2.1.5: Education Element

Within a two mile radius of existing school sites within the Urban Services Area, or proposed school sites as defined by a development agreement within the Urban Services Area, City and County ordinances shall require new development of two residential units per acre or greater to include sidewalks as a prerequisite to the development plan approval.

Neighborhoods within a two mile radius of an existing school within the Urban Services Area that do not have sidewalks shall be given a high priority in Category B of Public Facilities as defined in the Capital Improvements Element of the Comprehensive Plan.